

VOL. 32, NO. 51.

CONNELLSVILLE, PA., THURSDAY MORNING, JUNE 29, 1911.

EIGHT PAGES.

Prices and Prospects.

FURNACE COKE CONTRACTS MADE.

Approach of End of the Half
Year Has Forced
Them.

A PRICE OF \$1.75 NAMED.

Demand For Spot Furnace Coke Has
Been Rather Active—Contract
Foundry is Quoted at \$2.00 to \$2.25
The Pig Iron Market.

Special to The Weekly Courier.
PITTSBURG, June 28.—The very close approach of the end of the half year has suddenly forced through a large number of furnace coke contracts, covering furnace requirements over the second half. On this business the operators have not obtained altogether as high prices as they have been asking lately, but they secure a substantial advance over the prompt market, which is a clear indication that the consumers expect prices to average at a higher level during the second half of the year than the present prompt market.

Information in the local market indicates that four or five consumers have closed in the past week, chiefly in the Pittsburgh district, and the Central West, although one of the consumers is in the East. It is not improbable that other contracts have been closed for Connellsville coke, details of which have not reached Pittsburgh coke circles. One consumer having requirements of 20,000 to 30,000 tons a month has closed two or three contracts, having others to close to make up the total requirements, all for the half year beginning July 1st. Another consumer has bought on a single contract for its requirements, 10,000 to 12,000 tons monthly, at a flat price of \$1.75 at ovens, while another consumer whose requirements amount to 9,000 to 10,000 tons a month has closed with one seller for the half year at a flat price of \$1.65 at ovens. These prices represent the range of the market, according to grade and are 10 cents a ton below the prices we have been quoting lately as the minimum asking prices of producers. On the other hand, they are about 25 cents a ton above the price at which odd lots of prompt coke have been available in the past fortnight.

The demand for spot furnace coke has been rather active owing to the demands of a certain furnace interest whose coking operations have recently been necessarily curtailed to a considerable extent, leaving it short of supply. This interest has quietly picked up all the available demurrage under union auspices agreed last Friday with the Amalgamated Association upon a scale for the year beginning July 1st, carrying existing rates but making a few minor changes in foot notes.

The 10, Birmingham, price on Southern iron has not as yet brought much business, but this will probably prove to be the settling basis on most of the second half tonnage as producers will strongly resist further concessions. In the north there is more inquiry, particularly for foundry iron, but the closing is slow, and now and then the price yields slightly to one district or another."

NEW DISTRICTS

Are to Be Named Soon in Pennsylvania Bituminous Field.

HARRISBURG, June 28.—Plans for redistricting the bituminous coal regions of Pennsylvania for the purpose of creating four new districts are being studied by the State Department of Mines and will probably be submitted to Gov. John C. Tener for approval within short time. James E. Roderick, state chief of mines, was in Pittsburgh and the mining towns in its vicinity last week making some observations regarding the possible lines of districts and has carried on a detailed investigation into the subject.

We quote prices unchanged except on certain furnace. Our quotation in recent reports of \$1.75 to \$1.85 represented the views of the lowest sellers for the half year, at \$1.75 and for the whole twelve-month, at \$1.85, but as several important contracts have been closed for the half year and nothing has been done for the whole twelve-month beginning July 1st, a quotation is made of \$1.65 to \$1.75 for the second half, no attempt being made to quote the whole twelve-month, as buyers and sellers have failed to develop a definite price basis for that period.

Promised furnace \$1.60 to \$1.65
Contract furnace, 2nd half, \$1.65 to \$1.75
Premier foundry \$1.20 to \$1.25
Contract foundry \$2.00 to \$2.25
The situation as to Bessemer pig iron has been enlivened by sales of

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING JUNE 24, 1911.			WEEK ENDING JUNE 17, 1911.						
	District.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.	
Connellsville	23,906	13,686	10,120	152,880	23,806	13,786	10,020	151,622		
Lower Connellsville	15,583	9,930	5,668	120,542	15,503	9,818	5,775	119,126		
Totals	39,389	23,616	15,783	273,422	39,309	23,604	15,795	271,088		
Furnace Ovens.										
Connellsville	18,716	11,392	7,324	125,590	18,716	11,442	7,274	125,500		
Lower Connellsville	4,613	3,155	1,455	36,415	4,613	3,155	1,455	36,412		
Totals	23,329	14,550	8,779	162,006	23,329	14,600	8,729	161,912		
Merchant Ovens.										
Connellsville	5,090	2,294	2,796	27,290	5,090	2,344	2,746	26,462		
Lower Connellsville	10,980	6,772	4,205	84,120	10,980	6,660	4,320	82,714		
Totals	16,070	9,066	7,044	111,416	16,070	9,004	7,066	109,176		
SHIPMENTS.										
To Pittsburgh					3,946	Cars.			3,058	Cars.
To Points West of Pittsburgh					4,742	Cars.			4,935	Cars.
To Points East of the Region					844	Cars.			480	Cars.
Totals					8,432	Cars.			8,473	Cars.

COKE OPERATORS LOSE THEIR CASE.

The Rate of \$2.50 Established
by Railroads to
Chicago

FROM CONNELLSVILLE REGION

Has Been Sanctioned by the Interstate
Commerce Commission—Decision
Causes Surprise For Its Apparent
Unjustness.

WASHINGTON, June 24.—The coke producers of the Connellsville and West Virginia districts and the furnace men at Chicago points have lost in the matter of their complaint against the new coke rate from the railroads named to the Chicago district.

The Interstate Commerce Commission has handed down a decision sustaining the \$2.50 rate, which had been sus-

pended until July 15. The rate had

been \$2.25 on coke for use in furnaces and \$2.65 on coke for general com-

mercial use. The commission decided

that there could not be two rates on

the same commodity shipped under

precisely similar conditions and the

railroads equalized by raising one rate

and lowering the other to \$2.50.

The furnace owners of the Chicago terri-

tory and the coke producers main-

tained that \$2.50 was a sufficient rate

on all shipments. The railroads in the

case were the Baltimore & Ohio, the

Pittsburg & Lake Erie, the Pennsy-

lvania, the Norfolk & Western, the

Chesapeake & Ohio and the Kanawha

& Michigan.

By an order of the Interstate Com-

mission, the railroads have been in-
structed to obey orders and increase their car-

loads heavily on coke freight. The coke

men are not put out. The Chicago

furnace men are also "put out," the

order puts 15 cents a ton to the cost

of iron in that district, and the hand-
barrel, where there were blast furnaces.

The railroads are to stations intermediate between Pat-

erson's Creek, W. Va., and McKe-
sickport, provided the fares to intermediate

points are not exceeded. The rate

is necessitated by competition with the Pennsylvania on through busi-

ness. Similarly the present \$9 rate

from Pittsburg, Braddock and Mc-

Keckport to Bound Brook, Plainfield,

Elizabeth and Newark, N. J., and New

York, is permitted to continue but no

higher rates than at present are to be charged to intermediate points.

The same railroad is authorized to

disregard the \$9 rate from Pittsburg

to points east of New York in making

up through rates from points east of

New York, a similar order issues on

New York, a similar order issues on

Westbound business. The same prin-

ciple is applied to fares west from

Philadelphia and Chester, Pa., and

east to those points over the Baltimore

& Ohio, the commission recognized

the compelling force of competition with a shorter line to common points.

Excess baggage charges are treated

the same as passenger fares.

Another order denies the application

of the Baltimore & Ohio to continue

and to establish "fines" for transpor-

tation of passengers which are in ex-

cess of the aggregate of the intermed-

iate fares by reason of the fact that

its through fares have been made to

end in O. & W.

In making up through fares from

Pittsburg through Cincinnati to points

in Indiana reached by the Baltimore

& Ohio Southwestern the Baltimore

& Ohio is authorized to disregard

fares made from Cincinnati to the In-

diana points until May 1, 1912.

Coke operators of the Pittsburg-dis-

Statistical Summary.

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LIABILITY LAW TO PROTECT WORKMEN

State of Washington Has One Becoming Effective October 1.

EMPLOYERS MUST PAY LOSSES

Except Where Accidents Result From Negligence of Employer, Employers Are Prohibited From Suing For Damages—Schedule of Rates.

Special to The Weekly Courier.

SPOKANE, Wash., June 28.—Adequate protection for employer and employee, increased safety of industrial operations, sure and certain relief for workers injured at hazardous occupations and their families, elimination of litigation and regulation by State police powers of dangerous trades, are some of the advantages claimed for the workman's compensation act, which will become effective in Washington on the first day of next October.

The theory of the act, which was adopted by the last Legislature, is stated in these words:

"The welfare of the State depends on its industries and even more upon the welfare of its wage-earners."

All factories, mills and workshops where machinery is used, come under the act, as also do foundries, quarries, mines, smelters, powder works, breweries, elevators, docks, dredges, laundries, printing, engineering, logging, lumbering, shipbuilding, railroad and general building operations, street and interurban railroads, electrical power and heating plants and steamboats.

One hundred and fifty thousand dollars has been appropriated by the State to bear the expense of administering the law, and Governor Hay has appointed a commission to have full charge of the industrial insurance work, including the collection of premiums and the adjustment and settlement of claims. The commission, which is composed of George A. Lee of Spokane, chairman; C. A. Pratt of Tacoma, and J. H. Wallace of Seattle, has power to create new classes and establish new rates. Howard L. Hinckley of Spokane, is secretary, with headquarters at Olympia.

The law provides that each industry in the State shall contribute a certain percentage of its pay roll to an accident fund, from which various sums are paid out for total or part disability or on death to the family and dependents of the injured workman, the expense of handling the fund being borne by the State. Injured workmen, their families or dependents, cannot recover by law except where the injury is caused by the intent of the employer, in which case the workman or his family may recover not only the sum due under this act, but also may sue for any excess of damage over these amounts.

Where a workman is injured because the employer has neglected to observe the safeguards required by law or by the regulations of the department, the employer must pay 50 per cent more than the fixed amounts. Where the workman intentionally injures himself he receives no benefit.

The industries of the State are classified and certain premiums fixed for each class. The employers are required to pay three months' premiums into the State treasury on or before October 1, 1911. After December 31, monthly payments are required, provided, however, that if any industry has a sufficient amount on deposit with the State to take care of its accidents no further payments shall be required.

Each industry is responsible only for the accidents occurring in that class. It is intended, that the accident fund shall be neither more nor less than self-supporting. The rates are subject to readjustment, depending on the number of accidents and the need for compensation of injured workmen.

Employers are required to report accidents promptly, and their books, records and pay rolls must be open for inspection by the commission. Refusal to permit inspection is made a misdemeanor and the employer is penalized \$100 for each offense, to be collected by action in court and paid into the accident fund.

Misrepresentation in his pay rolls makes the employer liable to 10 times the difference between the correct and the wrong figures. If the employer refuses or fails to pay his monthly assessments, workmen injured in his service may sue in the courts with the employer's defense of "fellow-servant," "assumption of risk" and "contributory negligence" abolished.

No part of the premium can be deducted from the wages of the workman, the violation by the employer of this section of the law being made a gross misdemeanor, punishable by one year in the county jail or by a fine of \$1,000 or both.

The schedule of payments for various injuries is as follows:

In the event of death, expenses of burial, \$75; payments to widow or invalid widow, \$20 a month while unmarried; \$240 in a lump sum on remarriage of the widow; for each surviving child under 16, \$5 a month, monthly amount limited to \$25; if no widow or widower survives, \$10 a month to each child under 16 years. The same rule applies to children who become orphans by death of surviving parent, with monthly limit of \$5. Death

pendents will be paid 50 per cent of the average monthly support formerly received from the deceased workman, limited to \$20 a month. Parents of deceased unmarried workmen receive \$20 a month up to time deceased would have been 21 years of age.

When totally disabled, loss of both arms or one leg and arm, sight, paralysis or other injury preventing the workman from doing any work, entitles him to \$20 a month if unmarried, if supporting wife or invalid husband, \$25 a month; if the husband is not an invalid, \$15. For each child under 16 years, \$5 additional a month up to a total of \$35. In case of death of the totally disabled worker, the widow or widower receives \$20 a month until death or remarriage and \$5 a month additional for each child under 16 years. Orphaned children receive \$10 a month.

When disabled by the loss of foot, leg, hand or arm, eye or fingers, the workman will receive a certain cash lump sum up to \$1,500. The loss of an arm at the elbow is made the maximum injury and the payment for other injuries is scaled down by the commission. If the injured workman resides or moves out of the State the commission may limit the monthly payments, not to exceed \$4,000, based on the American mortality table. Any decision of the commission is subject to appeal in the superior courts.

TO ASK BIDS

For Construction of Lake Erie Connection Into West Virginia....

MORGANTOWN, June 27.—According to information which has reached here, bids will be asked for in a few days for the construction of the bridge across the Monongahela river above Martin and for the construction of the extension of the Monongahela railroad from Martin to the State line, thus connecting with the Buckhannon & Northern railroad. Bids will be requested from certain contractors and reliable statements are to the effect that the invitations will be sent out from the Pittsburgh offices of the Pittsburgh & Lake Erie Railroad Company within the next few days.

It is further stated that the contractors will bid on the entire job, for erecting the bridge, grading the road, the masonry and even laying the rails. This is somewhat different from the manner in which the contract was let for the Buckhannon & Northern. It is thought that the method will expedite the construction of the extension of the Monongahela, however, since the erection of the bridge and the work of grading and laying the tracks will be under the direct supervision of one arm of general contractors.

Several contracting firms have signified their intention of bidding on the big job, and it is probable that several West Virginia contractors will have a finger in the pie. Considerable anxiety has been felt here for some time owing to the inactivity with reference to the construction of the Pennsylvania extension of the new railroad. The bridge plans were approved by the war department several weeks ago and the surveys and plans and specifications for the extension of the Monongahela railroad from Martin have been completed for some time. Officials of the Monongahela railroad have stated that dirt would be flying on the new railroad within 30 days after bids were asked for.

So far the Buckhannon & Northern has not made final arrangements with the Baltimore & Ohio for the connection at the Rivesville end. It is not thought by the engineers in charge here that there will be any difficulty in securing agreement with the B. & O.

STEEL RAILROAD TIES.

Controversy on Over Their Classification When Imported.

A controversy over the proper classification of steel railroad ties, when imported into this country, has developed in New York, and Pittsburgh steel men have hurried to that city to take a hand in the proceedings. It has aroused some speculation as to the outcome of the steel tie trade in which Pittsburgh takes the leading place. After the American mills, notably those of the Carnegie Steel Company, began to make steel railroad ties to supplant the wooden ones, the market became so promising that German steel men took up the proposition and made ties of a similar nature. Not long ago, an order was placed by an American railroad for some of the German ties and these were brought to this country.

When the custom officers inspected the cargo of ties, they placed the steel under the head of finished material, which demanded the same duty as structural steel shapes. Under this head the duty on the ties is 45 per cent, and the value is based on about what structural shapes would be, making the duty about \$15 a ton. The buyers demanded that the ties be admitted under a different schedule, and claimed that they were not rightly placed when put in such a class as to demand so much duty. Their classification placed the duty at 7-10 or one cent a pound, or about \$3.00 a ton. Under the lower duty German ties could be brought into this country and compete and undersell the American product quite easily, owing to the cheaper labor costs in Germany.

The government has decided the case for higher duty and the contest is on. It is claimed that under the higher duty the German steel men could not hope to compete with American mills. Witnesses were summoned from Pittsburgh to support the contention of the government and secure the higher duty on the German

LIST OF COKE OVENS IN The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, June 24, 1911.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
10	10	Adams	Adams Coke Company	Uptown
107	40	Allison No. 1	W. J. Rainey & W. B. Coke Co.	New York
46	40	Amica	Kahn & Carothers	Uptown
12	12	Antrim	H. C. Frick Coke Co.	Uptown
20	20	Baxter Ridge	Baxter Ridge Coal & Coke Co.	Pittsburg
100	100	Bridgerton	H. C. Frick Coke Co.	Pittsburg
470	470	Brier Hill	Brier Hill Coal & Coke Co.	Pittsburg
20	20	Brownsville	Brownsville Coke Co.	Brownsville
21	21	Brownsville	H. C. Frick Coke Co.	Pittsburg
25	25	Brownsville	Brownsville Coke Co.	Brownsville
26	26	Brownsville	H. C. Frick Coke Co.	Brownsville
265	265	Brownsville	Brownsville Coke Co.	Brownsville
265	265	Brownsville	Century Coke Co.	Brownsville
40	40	Champion	Champion Connellsville Coke Co.	Uptown
24	24	Colonial	South Fayette Coke Co.	Pittsburg
300	300	Colonial No. 3	Colonial Coke Co.	Pittsburg
120	120	Colonial No. 4	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 5	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 6	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 7	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 8	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 9	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 10	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 11	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 12	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 13	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 14	South Fayette Coke Co.	Pittsburg
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120	120	Colonial No. 16	South Fayette Coke Co.	Pittsburg
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120	120	Colonial No. 69	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 70	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 71	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 72	South Fayette Coke Co.	Pittsburg
120	120	Colonial No. 73	South Fayette Coke Co.	Pittsburg
120	120</			

The Weekly Courier.

Entered as second-class matter at the postoffice, Connellsville, Pa.

THE COURIER CO., Publishers.
H. P. SNIDER,
President and Manager, Editor.
J. M. STEWART,
Secretary and Treasurer.Office, The Courier Building, 127½ W.
Main Street, Connellsville, Pa.SUBSCRIPTION
WEEKLY \$1.00 per year 5c per copy

THURSDAY MORNING, JUNE 29, '11

THE CHICAGO

COKE RATE CASE

The Connellsville coke operators will include to view with distrust Government Regulation as expounded by the Interstate Commerce Commission in the Chicago rate case.

The rates on Connellsville coke to Chicago were \$2.25 on furnace coke and \$2.15 on founders coke. The Interstate Commerce Commission made its first error by declaring that there must be no discrimination and that the rate on all coke must be the same. Whereupon the railroads very considerably and most complacently set the rate on all coke at \$2.50, which rate the commission has confirmed in spite of the protests of operators and fuel men.

The Interstate Commerce Commission seems to have utterly ignored the fact that from 90 to 95% of the coke shipments to Chicago are furnace ship ments. Upon the basis of 90% furnace coke the average Chicago rate was \$2.25. The commission now con senses that the railroads may increase this rate to \$2.50, an advance of over 5%.

The equitable revision of railroad rates is a mighty task and one worth of master minds. It begins to look as if the Interstate Commerce Commission needs some new blood.

THE POLICY OF
INDUSTRIAL EFFICIENCY

Pennsylvania's Labor representative in Congress has succeeded in having passed a resolution appointing a committee with himself as chairman to inquire into the iniquitous operation of industrial efficiency plans in certain Pennsylvania mills and mines.

These mills and mines pay good men the best wages paid an where, but they have a notion that inasmuch as the laborer is worth of his hire his service should be worthy of his wages.

But this seems to be contrary to the policy of some labor leaders. They hold that labor should be paid a certain scale without regard to its efficiency that wages should be horizontally advanced and vertically apportioned that the worst man should receive as much as the best man, and the best man may get more than the scale if he can.

The Industrial Efficiency plan aims to pay the highest wages for the best service, hence it is offensive to the policy of union labor organizations which unfortunately are not in a position to discriminate among them.

The inquiry proposed and which will be conducted by Congressman Wilson will however, be interesting and possibly instructive.

POLITICS

AT WASHINGTON

Reciprocity has had its root extract ed, but it will not be pulled finally until the genial and warm August time. The ancient and honorable privileges of the Senate to chew the rag will not be violated in any manner curtailed no matter what personal discomfort it may entail upon the Senators or what infliction it may impose upon a patient and long suffering country.

The only compensation feature of the Washington situation lies in the fact that the Reciprocity bill seems destined to pass finally. If this promise is fulfilled the country can perhaps overlook the verbal protractedness of would be Washington statesmen.

The Democrats and insurgents in the present Congress are trying hard to make political capital of them selves and they are succeeding but not in the manner they hope and expect. Instead of constituting ladders with which to climb higher they are digging pitfalls into which they will inevitably tumble and be buried in political oblivion.

The folly of those drunk with a little brief authority sometimes passes sober understanding in the present case it is Wild and Woolly full of Printed Appleuse, but wofully lacking in Public Endorsement.

SCHOOL CONTRACTS
AND POSTAL SAVINGS BANKS

We are somewhat pained to observe that our esteemed Uniontown contemporaries express doubts concerning the wisdom of some of our editorial utterances. The only consolation we can draw from this sad but sorrowful condition is that others have likewise doubted, but only to confess their error when their minds were illuminated by inincible truth.

The Uniontown Standard, whose editor was once a very successful school master and subsequently a masterly master of the county schools, while admitting that under the new school code teachers are not permitted to play the blanket application game to the limit, but are obliged to stick to their bargains, suggests that no real gentlemanly school director could possibly refuse the request of a real lady teacher to take a better position the same were offered her. The Standard does not apparently consider that the director has a duty to perform to his constituents the taxpayers, who business he is. The people who pay the freight expect and have a right to receive the best possible service for the money, and the director

who loses sight of this fact and sinks his public duty in the sewer of his private favor is false to the people, unfaithful to his trust and unfit for his position. The teacher who applies for a position and is elected thereto in good faith should fill his or her contract, and unless the directors have somebody at hand quite as good for the position they should on no account release the elected member from his or her obligation.

The Uniontown Herald commenting on our remarks on the establishment of Postal Savings Bank in Connellsville, quite agrees with us as to the manner in which the bank proposal will work but it sees another side to the question. It is a dark and somewhat mysterious side and it is thoughtlessly unaccompanied by a diagram. The Herald says:

The proposed establishment of a postal savings bank in Connellsville is being seriously objected to by the Courier of that town. It says Connellsville has plenty of savings banks and they are all sound and safe. We do not need a Postal Savings Bank. We have not asked for it. It should not be thrust upon us.

If this is the manner in which the Postal Savings Bank is to be administered it had better be repealed.

THE KING'S CROWN.

THE REPUBLIC'S DIADEM

The crowning of the King of Eng land was a fateful event in which the people of the nation joined heartily in so far as historically as they did upon the coronation of Edward, at least loyally enough to leave no doubt of their allegiance.

Some surprise is manifested in some quarters that this should be so in the days when kings were becoming unpopular but these people lose sight of the fact that England's king is a very limited monarch, that as a matter of fact England is ruled by a representative government that not even the Peers may stand against the Commons nor the Crown against the people that all intent and purpose of the British Government is a Democracy in some respects even more democratic than our republic.

In Great Britain when the administration fails to find support to its policies in Parliament it resigns and submits its cause to the people at a general election. Under our American system it has passed into a practice that few stockholders die and none resign. An administration in sympathy with popular approval is privileged to hang on and harass the nation and usually does. We have an example before us now in the shape of a Democratic House of Representatives and a Senate ruled by a combination of Democrats and Republicans in a position to place various embargoes on the business of the country in manner distinctly detrimental to the interests of the country in the hope of advancing their bitter dead and rotten political policies.

The community of interest is a fine thing when it works ones bone in it is a most unfortunate proposition when it is used to weave and eventually to crush.

The system is something we have read considerable about in publications devoted to it, but we have not taken them seriously because they are confessedly not serious. The Revealers and Enlightenment, the Uplifters and Progressives are more or less theoretical and Utopian. What the country needs is Practical Reform. The System and the Communities of interest undoubtedly exist, but they are the natural evolution of finance and industry. The problem is not how to shatter them and in the act to shatter public prosperity but how to regulate them to the country's best interests not how to slay the Octopus but how to harness it to public service not annihilation but conservation not destruction but regulation.

The goose that laid the golden eggs was not a vicious bird and should not have been destroyed.

REASONABLE
SABBATH OBSERVANCE

Brownsville Sunday sellers in form upon themselves it is an old trick but it is ungrateful and should not be necessary.

The Sabbath Observance movement has been carried to extremes in other Fayette county towns with the unfaire result that the movement has come to a miserable and untimely end doing more harm than good and reflecting no credit upon its promoters.

The American people have a decent and honest respect for the Sabbath, and would keep it decent and respect able but the world has progressed quite a bit since the stem and unending Puritan fathers landed at Plymouth.

We live differently now. We lean heavily upon various public utilities whose daily operations we have come to consider as necessary to earthly existence.

We feel that we must have railroad and trolley service electric light and power service water and natural gas service, garage and heavy stable service and that Sunday laws should not run against them.

We feel that we must have a little brief authority sometimes pass sober understanding in the present case it is Wild and Woolly full of Printed Appleuse, but wofully lacking in Public Endorsement.

GOOD ADVICE
TO LOCOMOTIVE ENGINEERS.

The Grand Chief of the Brotherhood of Locomotive Engineers is worth of the title and the station judging from the advice he gave the members of the order at the meeting last evening.

He counseled the brethren to be saving and sober to be honest and honest. He said that drink was a bad thing to begin with and that it would be a sin to contribute to the many accidents in the line of duty.

The Grand Chief spoke words of truth and soberness. The locomotive engineer in justice to his employers his passengers and himself should enter upon his duties with a clear head and a mind free from care.

The Postal Savings Bank was created for the express purpose of affording bank ing facilities to small communities. It is not always possible to enjoy the luxury of a mind at peace with the world but it is always possible for

which did not have banks. It now seems that the object of the bill is to enable the Government to compete with local banks. It is true that local depositories are designated, but that does not alter the fact that the Government is soliciting the public to place their savings in its care to the exclusion of the legitimate business of the national banks which the Government supervises carefully, so carefully that their future is a most unusual occurrence.

Connellsville has plenty of savings banks and they are all sound and safe. We do not need a Postal Savings Bank. We have not asked for it. It should not be thrust upon us.

If this is the manner in which the Postal Savings Bank is to be administered it had better be repealed.

REPUBLICAN RENEGADES

IN THE U. S. SENATE

The action of the Senate yesterday in passing a resolution ordering the Finance Committee to report out the post bill by July 10th discloses an alliance between the Democrats and insurgents within the country generally will eventually pronounce wholly and definitely inimical to public prosperity.

This alliance takes the control of the Senate from the Republicans and places it in the hands of the Democrats. Senator Penrose gives notice that from this time forward the Democratic party must be responsible for the actions of the Senate.

The effect of the Insurgent alliance will perhaps not be disastrous but that will not be fault of the renegades. Their action is tame at best and it will be to prolong the political farce and the bungling and vacillation of the post office.

The insurgents may be helping the Republican party more than they imagine. They are putting it within the power of the Democrats to make a full and complete exhibition of their unfitness for governing this nation at about the right time to prevent the people from making any disastrous mistakes at the polls in 1912.

THE RIGHT TIME
AND THE RIGHT PLACE

The right time has been the subject of dispute ever since time began to be measured but the real right time is the psychological moment.

The time to begin is the right time taken to the nation to stop some people from knowing when to do either. Consequently they continually head in wrong and get badly bruised and irritated because of their unscrupulous and overbearing butting.

It is not given to all of us to detect the psychological moment when it presents itself in fact more often than in imagination. Most readers can locate its presence with any degree of accuracy but the person of ordinary license is far in with developed hump of caution a natural kindness of heart and a native sense of courtesy will never go far wrong. These characteristics will remove him from any serious mistakes.

It must be remembered that while it is always desirable to be honest and usually to be frank it is not always necessary or constitute a speak.

God give us men a time like that when we are given a time like that when we possess opinions and will men who have honest men who will in.

Men whom stand in front of us do not know the spirit of office cannot be.

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SOMERSET COUNTY

LUMBERMEN

STRUGGLING

TO FREE THEMSELVES

FROM FINES

AND IMPRISONMENTS

FOR VIOLATING

THE LAW

WHICH

PRACTISE

PATRONAGE

OF SUGAR

WADERS

AND

HAWKINS

SHOES

AND

HAWKINS

ROUTINE MATTERS BEFORE THE COURT.

Number of Small Cases Disposed of in Session Tuesday Morning.

SALTICK TOWNSHIP SUIT

In Which School Board Had Sued Treasurer for \$197 is Decided in Favor of Treasurer—Was a Mistake in Auditing.

UNIONTOWN, June 27.—Judge Van Swearingen occupied the bench this morning during a session of argument in court. Attorneys were prepared for an all day session, the Methodist Episcopal Cemetery case being listed, but owing to the illness of Mrs. H. L. Robinson, wife of one of the attorneys interested, the case went over for two weeks. Petitions were presented or the establishment of two independent school districts; one at New Salem and the other in Wharton township. The New Salem district is a new one while the one in Wharton township has been established for a number of years. Under the new school code all independent school districts were legalized out of existence. The court set July 11 at 10 o'clock for a hearing in both petitions.

A decree was handed down dissolving the Dunlap & Reystone railroad company. The company was chartered several years ago for a line connecting one of the Rainey plants with the line of the Pennsylvania to Brownsville. It was never built.

The bond of Cyrus Show, recently appointed Tax Collector at Ohio City, for \$2,000, was presented with L. F. Woodmancy and L. W. Show as bondsmen. It was approved.

An embezzlement charge against Daniel H. Pierpol of Brownsville was nolly prossed, the prosecutors in the case were C. C. Keckard and George D. Moorhead. The three men organized a coal company of which Pierpol was treasurer. They claimed he had not accounted for all the money paid in to him as treasurer of the company. Later the case was settled.

An order of court was handed down in a case that attracted much attention for the past six or seven months in Saltick township. The Saltick township School Board had sued C. N. White, a member of the board and its treasurer, for \$197. The court held it was an error in the audit of the books and showed the apparent debt and that White was not to be held responsible.

George Reynolds paid the costs in an assault and battery case. Norman Troy pleaded guilty to a paternity charge and was ordered to pay \$25 expenses and \$2 a week until the case disposed of.

Joseph Mervis, the Connellsburg lawyer, through his attorney, S. R. Goldsmith, filed an affidavit of defense this morning in the suit of Arthur McConkey for \$215. McConkey claimed that Mervis sold several mules and horses at the Asher stables in Pittsburgh. Mervis' defense is that the Asher company went into bankruptcy a day or so after the sale as he was only an agent, he is not responsible for the money.

The parole petition of former Justice of the Peace Paul R. Conroy was approved by the court this morning for a parole of 15 months during which time he has not indulged in intoxicating liquors.

Judgment was ordered entered for three acres of land in Dunbar township in the suit of Mary E. and Caroline Fisher against S. S. Carter. The defendant failed to appear.

BREWERS' MEETING

Agreement Entered into Not Working Exactly as Planned.

A special meeting of the Fayette County Brewers' Association was held Monday morning in the offices of the association in the First National Bank building.

The meeting was called for the purpose of getting together and having an understanding regarding districts recently assigned. It is claimed one of the Connellsburg breweries has violated the agreement by failing to restrict its operations to that district. Westmoreland county breweries are operating in Fayette county and some action will be taken to stop the practice. All of the nine breweries in the county were represented at the meeting Monday morning.

INQUEST FRIDAY.

On Victims of Accident on Western Maryland Work.

Coroner H. J. Bell Saturday afternoon decided to hold the inquest into the deaths of Eugenio Castelli and Filomena De Maria, victims of Friday's accident on the work of the Robert Hill Construction Company, next Friday evening.

The jury was empaneled Saturday. It is composed of D. B. Evans, W. R. Scott, William McCormick, M. B. Price, A. B. Hood and A. A. Strain.

The victims who are still at the Cottage State Hospital are improving and no further fatalities as a result of the accident are expected. Coroner Bell signed the death certificates of the two victims of the accident.

Subscribe for The Weekly Courier.

ONE MILL LEVY

Is All Taxpayers in Jefferson Township Pay This Year.

Teachers for the 17 schools in Jefferson township were elected Saturday morning at a meeting of the board at Newell. Six of the old teachers were re-elected. All those chosen have permanent or professional certificates or normal diplomas. The wages are from \$50 to \$75 per month and the term is eight months beginning Monday, August 28.

The veteran teacher, Albert Bolen, was elected for his 41st term.

Jefferson's tax levy is one mill, the lowest in the State. Last year it was three mills, of which 1 1/2 was for building and 1 1/2 for school. There is now over \$5,000 in the treasury and everything is in splendid condition. It is expected to erect a building next year at Taylor. No changes in school books were made by the board. L. A. Marchant is president and J. W. Miller secretary of the board.

Following is the list of teachers elected: Albany, J. C. Stewart; Brazell, No. 1, Lulu Brown; No. 2, Gertrude Stanton; Chamounix, Lillian Jones; Fayette, Joseph Maltz; Jefferson, Alex Mitchell; Laureldale, Fleur Flie; Monongahela, Mary E. McAllister; Mount Vernon, Daniel Lynch; Newell, No. 1, Hester Steiner; No. 2, Mary E. Denny; No. 3, Mary E. Crockett; No. 4, Ella Kilbush; Pleasant Valley, Fred F. Herman; Stewart, Lillian Kautner; Union, Eva Lynch; Washington, Albert Bolen.

DISTRIBUTORS' DAY FOR BUSINESS MEN.

Those Interested in Big Bargain Day Plan This Feature as a Diversion.

TO PEDDLER CIRCULARS ABOUT

Entire Territory Will Be Divided Into Districts and the Merchants Will Combine Business and Pleasure. Many Big Bargains Promised.

The spectacle of busy business men tramping along dusty roads, driving flagged out teams or travel stained automobiles, distributing circulars advertising the big bargain day to be held here August 1 may be seen in the near future. The suggestion was offered at Tuesday's meeting of the bargain day committee and met with favor. Several merchants volunteered to give their services for a day.

"It would be the greatest kind of a 'plan' remained one of them. 'I would be delighted to get a day out in the country and meet people I don't usually see. We could get the bills distributed efficiently, too.'

The meeting last evening was informal and nothing definite was decided upon. Action was left until the meeting Friday evening when every merchant and business man interested in the bargain day will be given a last chance to get in the game. Merchants failing to be represented at the meeting Friday will be taken to indicate they do not care to participate in the scheme.

The bargain day will be widely advertised. There will be posters, circulars and last, but by no means least, a special edition of the newspapers. Efforts will be made to reach out of town shoppers and from the indications last evening the bargains that will be offered have never before been equalled.

J. Fred Kurtz was appointed secretary of the committee while a committee of the advertising writers will be put to work mapping out plans for the big advertisements.

TO BUY FANS.

Epworth League Ladies Will Provide Them for M. E. Church.

At the regular meeting of the Epworth League of the Methodist Episcopal church Tuesday evening at the home of Mrs. L. S. Michael in Greenwood, Misses Myrtle McDowell and Hazel Weber were appointed a committee to buy fans for the church. The coming Institute of the Epworth League of the Pittsburgh conference to be held at Ridgewood Park from July 25 to July 30 was discussed, as yet it has not been decided whether or not the League will send a delegate.

Those who expect to attend from the local league are Misses Myrtle, Anna and Sarah McDowell, Miss Anna Horner, Miss Carrie Kenyon, Miss Lucy Stillwagon, Misses Borcha and Ruth Cunningham and Mrs. L. S. Michael. Plans were completed for the cold meat supper to be held the church Saturday evening, July 8. The meeting was well attended. The business meeting was followed by a social session and refreshments.

BOY AT PLAY DROWNED.

Sinking Toy Boat Causes Death of Monongahela Lad.

MONONGAHELA, Pa., June 27.—(Special)—Andrew Beale, aged 12, son of Joseph Beale, was drowned in the Monongahela river at the foot of Fourth street last evening. Beale and another boy were on a barge trying to sail a small boat. The toy boat got away and in reaching out to recover it, young Beale lost his balance and fell into the river.

BUMPER CROPS IN SOMERSET COUNTY.

Oats and Corn Were Never Before So Promising, It is Said.

POTATO CROP IS SMALLER

Tubers Were Seeded Late But Making Good Showing Now—Some Farmers Already Cutting Hay and Market May Be Swamped After Harvest.

SOMERSET, June 25.—The unusually heavy rainfall and exceedingly hot weather during the past two months have been conducive to bumper crops in Somerset county. The outlook for an abundant oats crop was never more promising. The same may be said of corn which is fully two weeks ahead of last season.

Potatoes were seeded late, but they are coming on nicely. It appears that not more than a two-thirds crop was planted. Old potatoes are selling for \$1 a bushel, new tubers bringing 50 cents the peck. The hay crop, stimulated from the time the grass first sprouted out from under its snowy cover in April by warm, steady showers, will be enormous, and it is expected, will glut the market after harvest. In some sections farmers were well pleased with their showing on the first hike.

SOLDIERS HIKE

To Killarney Park on Saturday Was a Hot March.

Company D returned Sunday night from Killarney Park where camp was made after the first practice hike of Saturday. The company returned by train, the weather being adverse to a march back to town. Besides the weather there was a surplus of sore feet in the company, the new State shoes not having been thoroughly broken in. Captain A. R. Kidd decided it would be better to ride home than insist upon the original plan of a hike back.

The company had a hot, dusty march up the mountain Saturday afternoon until Normalville was reached. From that point to Killarney the march was through a driving rain. It was a badly soaked military company that put up its tents on the ball ground Saturday evening.

Yesterday afternoon a sham battle was held on the ball ground which was not as successful as had been anticipated because of the limited area over which the company could maneuver. Despite the unpropitious weather conditions the company members were well pleased with their showing on the first hike.

ELECTRICAL STORM WORST IN YEARS.

Heavy Downpour Accompanied Lightning and Thunder Tuesday.

WEST PENN SUFFERED MUCH

Washout in South End and Signal Lights Were Dorganged—Streets of Town Turned into Rivers of Water. Another Rain Last Night.

Tuesday's electrical storm is declared by the weatherwise to have been one of the worst in recent years. It was accompanied by an exceptionally heavy downpour of rain which attained in some sections the proportions of a downpour. In Connellsville the streets were quickly transformed into rivers of swirling water, making crossings impossible for a time. Main and Pittsburg streets were flooded knee deep in water while Fairview avenue brought down much of the surface water from the hill district. Apple street was flooded, as usual.

Considerable damage was done to the West Penn. The lightning department escaped with but little damage, in the Connellsville district, Superintendent C. I. Cotton escaped with but few minor complaints. Lights burned out here and there. At the power house the lightning arresters on the switchboards were repeatedly burned out during the storm but quickly repaired each time. The damage at the power house was not serious at any time and did not affect service much throughout the region served by it.

The railway department was less fortunate. Chief Engineer J. L. Fritsch said today it was the worst

judgment he had ever experienced in this section. There were two washouts which tied up traffic for two hours on the Monaca and Brownsville divisions. On the Brownsville division the trouble was at Buffington while at Garwood the Monaca line was blocked.

The entire block system apparatus between Iron Bridge and Valley, on the main line, was out of commission, while there was hardly a block along the system that did not have trouble on one side or the other.

Early on Wednesday there was another hard rain, equally as heavy as that yesterday although not lasting as long. There was no storm in connection with this morning's downpour.

The precipitation during June has been unusually heavy. It followed a long dry spell but the farmers now are beginning to wish for more sun and less rain. Conditions so far have been good for the corn crop but the berry prospects are not so bright because there was not sufficient rain just at the time it was needed to ripen properly.

The cherry crop this year is a failure in this section. Complaints are made that there is no meat on the cherries. This is accounted for by the late frosts which did not kill the buds but affected the formation of the fruit. Cherries raised in this section this season are practically all seed and skin.

Despite the hard rains of Tuesday and early Wednesday the river was falling when the gauge was registered.

The stage Wednesday was 5.70 feet, somewhat lower than last evening. The temperature remains high and today indicated it would reach considerably above 80° this afternoon.

Yesterday's rains, both morning and evening, were 78 in the morning 71.

DAVID SWINK DEAD.

Well Known Resident of Bullskin Township Expired Tuesday.

David Swink, a well known resident of Bullskin township, died Tuesday morning at his late home near Dwyer's Mill.

Mr. Swink was one of the most widely known farmers of Bullskin township, having resided in the township practically all his life. He was 73 years old. His widow and two daughters, Zella and Carrie at home survive.

The funeral will take place from his late home at Pleasant Valley

Thursday morning at 10 o'clock and from the Mt. Olive church at 10:45 o'clock. Interment in Mt. Olive cemetery.

DIRECTORS ELECTED

At Meeting of Stockholders of New Building and Loan.

The stockholders of the Fayette Building & Loan Association met on Monday in the rooms of the Chamber of Commerce and elected nine directors who will serve for the ensuing year. A majority of the stock that has been subscribed was represented at the meeting. Another meeting will be held after the charter is awarded and at that time the by-laws will be approved. Attorney E. C. Higbee was assigned the task of drawing up the preliminary outline of the by-laws.

The dairy interests have developed rapidly within the past few years, and great quantities of milk are daily shipped to Johnstown, Connellsville, and other city markets, the price received ranging from 25 to 35 cents per gallon delivered.

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THE PROGRAM AT TRINITY LUTHERAN

TWO DEAD RESULT OF TRESTLE'S FALL.

One of Six Men Taken to Hospital Died During the Night.

ACCIDENT IN THE HERD BOTTOM

Fourteen Loaded Cars Fell When Supports Gave Way—Foreman Had a Narrow Escape From Death. Victims Buried Under Wreckage

Two men are dead and five were painfully injured as the result of a trestle's collapse in the Herd Bottom, south of town at 2:15 Friday afternoon. The trestle was used by the Robert Hill Construction Company in making a big all for the new Western Maryland railroad. The victims were caught in the wreckage of the 14 loaded dump cars which went down in an indiscriminate mass. Reports that other victims were buried under the debris proved incorrect as all of the men on the work at the time were accounted for.

The Dead
EUGENIO CASTELL, aged 23 and single, lived at Dunbar, instantly killed.

PIEMONTE DE MARIA, aged 35 and married, lived at Dunbar. Died at hospital without regaining consciousness. Sustained fracture at base of skull and compound fracture of right leg.

The Injured
GIACOMO LICCIONE, aged 38 and single, lives at South Connellsville. Fracture of left femur and clavicle.

JULIO ACCIACCA, aged 25 and single, lives at Dunbar, fracture of right femur.

GUSTAVO DI PIETRO, aged 38 and married, lives at Dunbar, badly bruised about the head.

WILLIAM SANDERS, aged 42 and married, lives at Wheeler, fracture of right elbow and two sunken wounds.

LONDON BUSH, negro, lives in Connellsville, bruised about legs and body, left hospital soon after accident.

Immediately after the accident word was rushed to town for physicians. Drs. A. J. Coborn and H. J. Coll responded and went to be seen. Dr. H. F. Atkinson started for the scene of the accident but met the ambulance returning with two of the injured and returned to the hospital. The two negroes were taken to the Cottage State hospital in the ambulance while the four injured Italiens were placed on a caboose of a Pennsylvania freight train and brought to town being removed to the hospital in the ambulance after it completed its first run. De Maria was unconscious when brought to the hospital and died shortly after midnight without regaining consciousness. All of the victims save Sanders and Bush were Italian.

Engineer V. C. Hens had charge of the derrick which ran 14 loaded cars out on the trestle. Although the company had been occasionally running 2 and 14 cars it had been the custom to make up two trains of shorter lengths. The trip to the end of the trestle was made in safety. The engine and several cars were on the solid hill. The laborers had just left their places to begin dumping the cars when the crash came. The trestle collapsed for a distance of 9 feet carrying down the first five or six cars. The others were drawn over the brink. Engineer Hens reversed his engine when he heard the crash. The coupling snared the first car and only the engine remained on the trestle. Hens owes his life to the fact that he reversed promptly and the coupling snared.

Fireman Joseph Myers was standing on the dump when the trestle gave way. He leaped to safety and escaped without a scratch. Castell was the brakeman. He occupied a seat on the first dump car. He was carried down and crushed beneath the debris. De Hens was unconscious.

Foreman Myers immediately organized a rescue party and the injured men were extricated as quickly as possible. The timekeepers endeavored to check up the men on the dump and an error gave rise to the belief that one or two besides Castell remained buried in the debris. It was an hour before the list was correctly checked. One of the men on the gang had been discharged yesterday morning and another went for water not more than a minute or two before the accident.

Sanders one of the negroes was in the crash last winter when a derrick and several dump cars fell through the trestle. He escaped on that occasion with slight injuries.

Mike Asqua was the Italian who escaped through being sent for water.

He had not gone beyond sight of the trestle before the crash came.

Castell's body was removed from the wreckage and carried to a clump of trees beyond the Pennsylvania tracks. A bit of bagging was thrown over his face. His body was badly crushed. Father William J. Bier from J. L. Staders' undertaking establishment came on the scene.

The trestle at the point of the accident was about 3 feet high but the fall of the dump cars was not so great because of the hill that had already been made. Cars and men crashed down a distance of between 30 and 40 feet. Owing to the fact that most of the cars were loaded with rock made the work of clearing the debris slow and difficult. Many of the cars were demolished.

De Maria's body was removed from the hospital by Funeral Director J. B. Sims rooms on North Pittsburg street and prepared for burial. Services will

be held from Our Lady of Mt. Carmel Italian church Monday morning in memory in St. Joseph's cemetery.

Deceased had been in this country for about a year, and had been employed by the Robert Hill Construction Company for about a month. He was 35 years old and boarded at Dunbar. He is survived by a widow and five children in the old country.

The funeral of Castell will take place from Our Lady of Mt. Carmel Italian church tomorrow afternoon at 2 o'clock. Interment in St. Joseph's cemetery. Deceased was 37 years old.

Coroner H. J. Bell will be in Connellsville this afternoon at which time he will empanel a jury and make arrangements for an inquest into the deaths of the two victims. Coroner

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THE VETERANS BARNHART'S GUESTS

Entertained With Ladies Auxiliary at Sunnyside Farm

OUT IN DUNBAR TOWNSHIP

Pleasant Evening Spent at One of the Prettiest Spots in Fayette County. Some of Those Who Were Present.

HOSPITAL IMPROVEMENTS.

What Additional \$2,000 Appropriated Will Be Used For.

Not for several years have the members of the William F. Kurtz Post No. 104, the Union Veteran Legion and the Ladies' Circle No. 100 to the G. A. R., been as royally entertained as they were Thursday when Col. and Mrs. J. J. Barnhart had them for guests at their home at "Sunny Side," Col. and Mrs. Barnhart think nothing is too good for the veterans and as soon as they arrived at "Sunny Side" the place was turned over to them. Col. and Mrs. Barnhart entertain the veterans nearly every year and very few regrets are received from those invited. It was the first visit of many of the guests to "Sunny Side" and the beauty of the place was far beyond expectations. "Sunny Side" is one of the prettiest and largest farms in this section and last night it was unusually attractive. Japanese lanterns were hung from the trees, bouquets of fragrant roses adorned the tables, placed under large trees. Large and small flags played a conspicuous part in the decorations. On the arrival of the Governor \$1,000 had been appropriated for the X-ray and pathological laboratory. \$500 for the sun parlor, \$250 for new instruments and \$250 for insurance.

Over 100 guests were present. The earlier part of the evening was spent in constructing the porch over the beautiful grounds of "Sunny Side" which took some time. Col. and Mrs. Barnhart are known for their generous hospitality and every one present was made to feel perfectly at home and nothing was left undone toward looking after their comfort and entertainment.

A jollier crowd than the veterans cannot be found. While many are aging in years, in spirit they will never grow old. Nothing gives them more pleasure than to assemble and relate many reminiscences of the war. West Ridencourt's drum corps was on the scene and plenty of patriotic music was rendered throughout the evening. Col. Barnhart appointed H. H. Yarnell to preside over the program, and stated that he would make no speech during the evening. Later in the evening after hearing Captain Edmund Dunn and J. R. Balsley relate several anecdotes of the war, the temptation for Col. Barnhart to tell one better was too great, and finally he told a story that was equally as interesting as the ones told by his comrades.

H. H. Yarnell delivered the address of welcome in behalf of Col. and Mrs. Barnhart, and Captain Harry Dunn responded with very neat and pleasing address. The next speaker was J. R. Balsley who occupied the platform for a short time. Mr. Balsley takes great delight in talking war and always has something of interest to relate.

Captain Edmund Dunn was then called on for a short talk. As always, Captain Dunn's talk was full of interest. He spoke of the pleasant and unpleasant features of the war.

Captain Joseph Balsley was asked to speak on "The Condition of the United States and the Equipment of the Government at the Outbreak of the War." Captain Balsley left Connellsville 57 years ago for the West. At that time there were no railroads in Fayette county and he walked from Connellsville to Greenburg. He closed his talk by reciting several verses of poetry which he composed. Mr. Balsley was formerly located in Indianapolis and recently went to Chicago. Col. H. W. White sang "Marching Through Georgia," and Mrs. Fannie Hanan gave a reading "The Inventor's Wife." Both were well received.

Mrs. David Ritchie, President of the Ladies' Circle, gave a short talk and in closing in behalf of the Ladies' Circle thanked Col. and Mrs. Barnhart for their invitation and hospitality. The Ladies' Circle was well represented. Comrade Yarnell suggested that the Circle hold an outing this summer and extend an invitation to the veterans, as nothing would give them greater pleasure than to attend a gathering in charge of the Ladies' Circle. The exercises were held on one of the prettiest spots on the large lawn. At the conclusion of the program an elaborate luncheon consisting of chicken and ham sandwiches, pickles, cheese, oranges, bananas, pineapple, several kinds of cake, ice cream, coffee and lemonade was served by Mrs. Barnhart and her aides. Mrs. Etta Lee of Scottdale was an out of town guest.

The veterans present were Stewart Durbin, Company H, 112nd Regiment, Pennsylvania Volunteers; A. S. Hadden, Company H, 112th Regiment, Reserves; T. G. Evans, Company I, Sixth West Virginia Infantry; J. R. Dunham, 18th Pennsylvania Cavalry; Let Rush, Company H, 8th Regiment; J. M. Ruff, Company B, 142 Pennsylvania Volunteers; Smith Dawson, Company K, Seventh Pennsylvania Cavalry; A. Drexler, Company E, Sixth Pennsylvania Artillery; J. R. Balsley, Company H, 112nd Regiment; David Ritchie, Eighth Pennsylvania

CAPTAIN ED. DUNN SAYS "DAM YOUGH."

He and Others Interested in the Project and Want to See It Go.

AQUATIC SPORTS ADVOCATED

Carrying Sewage Below Town and Throwing Dam Across River, Mr. Dunn Says, Would Pay For Itself in Better Health.

The movement to dam the Yough for the purpose of improving sanitary conditions along the river front and affording an aquatic pleasure spot for Connellsville has been taken up by the business men recently and promises to be carried out providing there is sufficient rainfall. The house among those who are interested is the home of Captain Edmund Dunn, Mr. Dunn, wife, E. W. Horner, J. M. Balsley, Dr. R. S. McKey and a number of others. These men believe that the river can be dammed at a reasonable expense and afford better sanitary conditions for the town as well as where the lake section of the river itself upon an expanse of water sufficient for boating, swimming and other pastimes.

Captain Dunn expressed himself in considerable terms over the propriety of this measure. He believes it would be a very active part in the movement and believes the younger people, men and women, should get behind the movement and push it along. Despite insisting that he is too old to be a part of the movement, Captain Dunn has an abundance of opinion that others could share to good advantage.

It is the suggestion of Captain Dunn that an organization be formed to enliven the entire town in the movement. He thinks that the money raised, collecting \$1 from such members as the members of the Yough, would be a good start.

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NINETY-FOURTH.—All the coal underlying a certain tract of land situated at approximately 1000 feet above sea level and containing one hundred and forty-seven and 560-1000 acres, with the accompanying mining and other rights and privileges, which were conveyed to Arthur K. Knotts by deed of H. E. Singleton and wife, dated August 1, 1905, and subsequently conveyed to the grantor by deed of Arthur K. Knotts dated June 5, 1905, and recorded as aforesaid.

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NINETY-FOUR.—All the coal underlying a certain tract of land situated at approximately 1000 feet above sea level and containing one hundred and forty-seven and 560-1000 acres, with the accompanying mining and other rights and privileges, which were conveyed to Arthur K. Knotts by deed of H. E. Singleton and wife, dated August 1, 1905, and subsequently conveyed to the grantor by deed of Arthur K. Knotts dated June 5, 1905, and recorded as aforesaid.

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FOUR PRINCIPLES MAKE STONE GREAT.

Pins His Faith on Sobriety,
Honesty, Thrift and
Brotherhood.

TALKS STRAIGHT TO ENGINEERS

"I Am the Only Labor Leader in the
World Who Stands by the Demand
That Members Who Do Not Pay
Their Honest Debts Be Expelled,
He Says.

Grand Chief Warren S Stone gave a rather unusual talk in the Armory Wednesday when he addressed the representatives of the Brotherhood of Locomotive Engineers of the Baltimore & Ohio system now holding their quarterly convention here. Mr. Stone's platform is perhaps not new to the locomotive engineers but for those of the general public who attended it was something a little different than had been anticipated.

"I am fighting for four things, he said "and if I can achieve them I will be looked on as the greatest labor leader in the world. I don't know whether any man can attain the ideas I seek, but I am going to try no matter how long it takes."

I believe every member of this order should save his money, pay his honest debts, leave drink alone and be a brotherhood man in all the name implies. I am the only labor leader in the world who insists that his union are the men who will not meet his honest obligations.

Grand Chief Stone also expressed his views rather strongly on the liquor question and his remarks were especially significant in view of the Baltimore & Ohio railroad's attitude toward non-drinking men.

A railroad has every right to restrict the use of liquor among its employees who are or off duty. It has the right to know what you are doing when you are off duty. It has the right to know on whom it can rely in case of emergencies. The poorest kind of courage an engineer can have before going out on a hard run is to make which will make approach to a warehouse convenient at all times.

Mr. Stone spoke of the home life of the engineers and urged every member of the order to make his home congenial. On this subject he spoke a few words in favor of the Grand International Auxiliary to the B. of L. and urged that all wives of engineers should join that order. I believe if we could trace the matter back far enough we would find that some of our worst wrecks are due to unhappy homes where an engineer has his mind distracted from his duty by something that has happened at home. The wives and mothers have the hardest part of railroad life, the uncertain hours and the dread that is always present that their loved ones may not return.

Mr. Stone outlined some of the things that the Brotherhood of Locomotive Engineers had accomplished.

It took us 20 years to have seniority established. Prior to that time every new official brought a retinue of new men with him who condonated the best job, and left the best to the men who belonged with the road. We have put an end to that through the seniority rule which means that all things being equal the oldest man, in point of service gets the job.

The nation is mad over speed and is paying for it in blood. We pay an awful price for modern transportation not in dollars and cents but in men. The cry is for speed and even railroad officials agree that better judgment would be to the public demand. During 1910 there was an engineer killed every two hours and five minutes on a passenger run. The average life of an engineer is 9.5 years. You have 10 years of your life to sell, make the most of it.

Mr. Stone stated that the Brotherhood had \$127,000.00 in insurance written and 7,000 members.

"They call us aristocrats. Well if believing men should be honest, sober, thrifty and fraternal it is aristocratic. I am proud to be called that. We stand for high principles and believe that only by elevating the individual member can the order be elevated. Save your money, pay your honest debts, have a home and treat every fellow member as a brother before he gets killed. Don't wait until he does and then draw up resolutions and send flowers. He probably longed for a cheery word and a hand shake when he was alive.

The meeting last evening was presided over by W. E. West of Connellsville Lodge No. 50. Rev. R. C. Worrell made a brief address of welcome. Mrs. Mary Cassell spoke for the G. I. A. and urged every wife of an engineer to become a member. She also warned the wives to see that their husbands keep up dues and insurance in the brotherhood. General Chairman J. C. Clark of the B. & O. system spoke briefly as did Charles E. Hood and P. J. Hartranft.

Find Auto Lamp
The rear lamp for an automobile has been found and turned over to the police. It can be recovered by the

BETTER FACILITIES

Are Promised by B & O Officials at Rockwood

By special appointment and to discuss plans with the object of improving freight receiving and shipping facilities at the Rockwood B & O station Merchant Curtis B. Moore, of New Lexington met railroad officials at Rockwood Wednesday forenoon. For more than a year the enterprising New Lexington merchant has been demanding greater safety and more modern facilities for B & O officials at Rockwood.

Mr. Moore appealed direct to President Willard of the B & O railroad for such action. Considerable correspondence passed between Mr. Moore and the B & O executive on this important subject. More recently four petitions representing the principal farming sections surrounding Rockwood were circulated and signed by more than 200 people who use Rockwood as a shipping station. All these petitions corroborated Mr. Moore's statement of the hazardous and unsatisfactory freight receiving and shipping situation at Rockwood and reinforced his request for better accommodations. These communications without exception received prompt attention and courteous replies.

Finally the whole matter was referred to General Manager A. W. Thompson for consideration. The general manager, accompanied by General Superintendent E. A. Peck and Division Superintendent C. L. French came to Rockwood to confer with Merchant Moore and B & O Agent W. B. Conner. As a result of Wednesday's official conference Rockwood will soon have greatly improved freight facilities. The officials assured Mr. Moore that a new freight depot will be erected at some safe and accessible location on the Conemaugh in the yard where it will no longer require the crossing of tracks with teams when receiving or discharging freight. A suitable driveway also will be planned which will make approach to a warehouse convenient at all times.

STAFF BANQUETED

At the Arlington Hotel to Meet General Manager Thompson

That the Baltimore & Ohio railroad intends holding a second in our city on June 28th, a banquet for the staff officials of the Conemaugh division. The banquet was arranged by Mr. Thompson as an opportunity to meet the men who are the department heads of the division. It terminated at 12 o'clock. Inspection of the division is to be made by the General Manager and other high officials.

The topic of the day upon which the speakers dwelt was the condition of the industry and the steps that are being taken to improve it. In particular, it was agreed that the morning session should be given over to the discussion of the financial condition of the railroad, the financial economy and other subjects dear to the railroads. It was said that a specific improvement that could be made would be to have the railroad already in a position to improve in which will add to its profit and make an enormous charge when the business boom.

Indication of the business was given that the invited to attend the luncheon were invited to attend the hotel and when it was arranged to have an elaborate supper prepared for them. Superintendent C. L. French and his entire staff, the town officials present were present. General Manager A. W. Thompson, Chief Engineer J. L. Sturtevant, Engineer of Maintenance of Way, W. W. Wilson, A. G. Morris, G. E. Wilkins, and Principal Assistant Engineer Paul Dill, of the Baltimore General Superintendent, F. A. Peck and Engineer of Maintenance of Way F. G. L. Lee of Pittsburgh.

WEST PENN BUYS

Independent Street Railway Line at Monessen Report Says

Rumor has it that a deal has been made whereby the Monessen streetcar line which is the property of the Webster Monessen Belle Vernon & Fayette City Street Railroad Company has been sold to the West Penn Railways Company and that the line will be extended across the country through Pittsburgh and connect with the main line of the company at Connellsville. It has been understood that quiet work has been going on for some time in the vicinity of Pittsburgh in securing rights of way for the extension.

Such a rumor is hard to verify for a deal of such magnitude and of such importance is scarcely ever discussed for public satisfaction but it has been known to many men that the West Penn had proposed means for development of lines through his section and it is also a fact that the towns in this section will welcome this connection and give it every assistance possible to open up the country east of here.

SEWAGE FUND

Is Being Closed Up by Borough Engineer Hogg
Borough Engineer J. H. Hogg is putting the final touches on the comprehensive sewer plan which was started some weeks ago but never fully completed. While at Harrisburg discussing the Elverson Sewer system with the authorities of the State Health Department Mr. Hogg also held a consultation regarding the plans for a sewage disposal plant.

NEW WATER SUPPLY

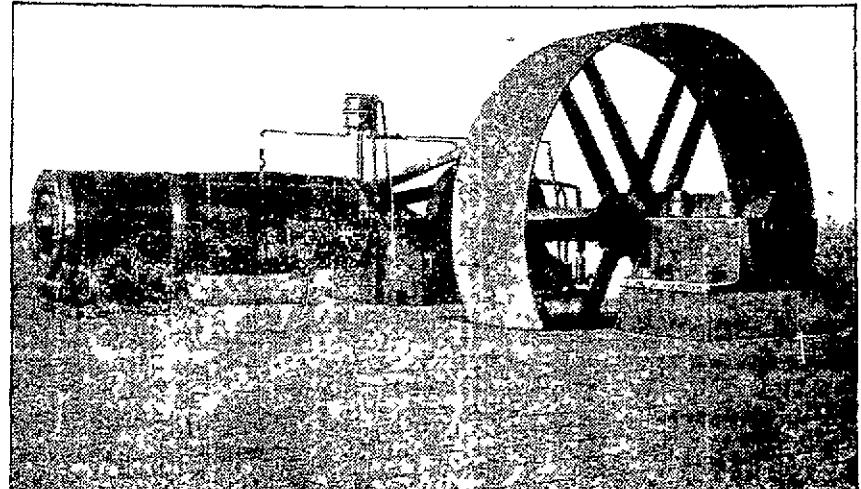
Furnished by Big Artesian Well in Somerset Borough

SOMMERSWELL June 21.—The second well drilled at Sommerswell water at just north of town on the H. W. Walker farm was officially tested yesterday by L. E. Chipman a Pittsburgh consulting engineer who located the basin in the ground. The first well he located is now supplying the entire town and the second will be held in reserve for the event of a drought when it is expected the town will have a abundance of water.

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GENERAL MAP OF THE BITUMINOUS COAL FIELDS OF PENNSYLVANIA 1909-10

BY BAIRD HALBERT STODD, F. C. S.
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With which is combined a Geological, Railways and Waterways

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sylvania to Alabama giving the location and extent of all the Coal

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